



**Lane Transit District**

April 1, 2013

Testimony on SB 5544

I'm Ron Kilcoyne, General Manager for Lane Transit District in Eugene.

ODOT's budget bill, SB 5544, includes \$758,000 in debt service financing for Lane Transit's bus rapid transit project, what we call EmX, in West Eugene.

This is the debt service on the \$15.2 million in General Obligation bonds that are in an appropriations bill in the Capital Construction Subcommittee. That appropriation is included in both the Governor's Recommended Budget and the Co-chairs' Budget.

This state funding is the final piece that is needed for us to pull down \$75 million in federal funds for the project.

All of the federal and local approvals are in place.

We are now in the Engineering Design phase of the project. Construction will begin in 2014.

This \$95 million construction project and bring more than a thousand construction jobs to Eugene. Construction jobs that are badly needed.

And the project will greatly enhance the Eugene-area transit system.

West Eugene EmX will be the third leg of our bus rapid transit system.

The first phase, from downtown Eugene to downtown Springfield, opened in 2007 and was a resounding success. Ridership in the first year surpassed 20-year projections.

The second phase, from downtown Springfield to the Gateway area opened in 2011. Again we saw a significant jump in ridership.

The EmX system now carries nearly 11,000 riders a day.

For those of you who are not familiar with bus rapid transit, it includes many of benefits of light-rail at one-tenth the cost. Buses travel in dedicated lanes when

possible. Like light-rail, the buses have doors on both sides for easy passenger entry and exit. Fares are pre-paid so stops are quick. And the EmX buses run every 10 minutes, so riders don't have to check schedules. They know another bus will be coming soon, even if they just missed one.

That combination of convenience and speed make EmX a very popular option.

The West Eugene EmX project will build on this system. We ask for your support and will be happy to answer any questions.

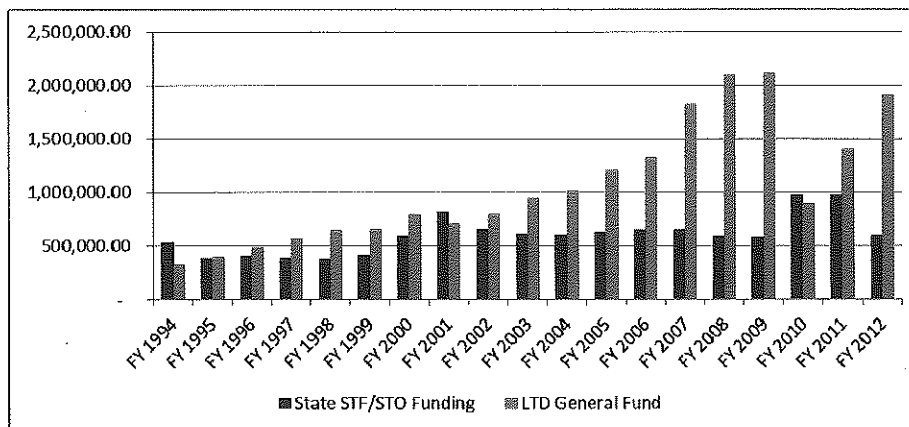


Lane Transit District

## Senior and Disabled Transportation

Lane Transit District, in partnership with other transit districts throughout the State, requests additional ongoing, dedicated funding for elderly and disabled transportation.

### Lane Transit District RideSource ADA/Paratransit Service Funding



RideSource is an LTD service for persons with disabilities who meet the requirements of the Americans with Disabilities Act (ADA). Demand for this service, and corresponding cost, has been increasing significantly since the ADA became law in 1990.

**In FY 2011-12, nearly 70 percent of the \$2.7 million cost for operating RideSource was funded by LTD General Funds**

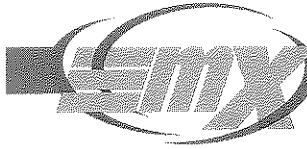
In May 2008 LTD began operating the RideSource Call Center transportation brokerage coordinating the ADA paratransit service with other human service programs. This one-stop portal links callers to a variety of transportation programs, coordinating shared rides and allocating costs across the various programs. Participating programs benefit through shared administrative costs, grouped purchasing, cost sharing, ride sharing, and optimizing economies of scale. Although the coordination gains efficiencies, growth in demand for ADA paratransit service continues to burden District General Funds, which reduces funds available to provide fixed-route service.

#### State Funding

The 2009 Legislative session provided some much needed financial support for elderly and disabled transportation. While it was very limited, this funding infusion reduced the burden on LTD's General Fund and enabled the district to limit recession related service reductions on the fixed route to 15 percent for FY 2009-11. In 2011 and 2012, the Legislature was unable to develop a sustained funding source for elderly and disabled transportation and pressure on the District's general fund is mounting once again, as evidenced in the chart above.

#### More Information

Doug Barber, LTDLobbyist, 541-221-3072, [doug@lobbyoregon.com](mailto:doug@lobbyoregon.com)



# FACT SHEET

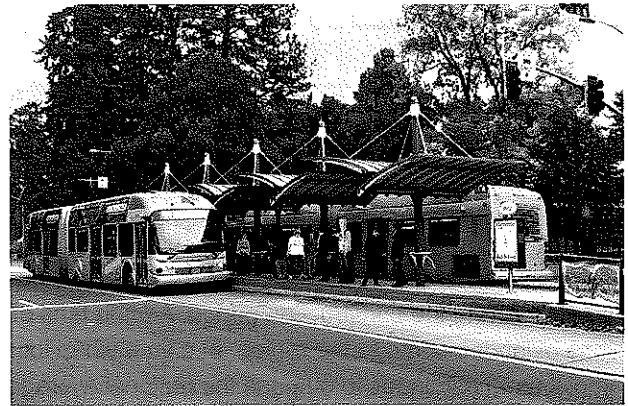
## West Eugene EmX Extension

**SUMMARY.** Lane Transit District (LTD) seeks \$20.9 million in lottery bonds, over three biennia, for construction of the West Eugene EmX Extension bus rapid transit (BRT) system. These funds would be used to leverage \$75 million in federal funds awarded to the project and would create an estimated 1,235 jobs.

### LOTTERY FUNDING REQUESTS:

- 2009: \$1.6 million (approved in 2009)
- 2011: \$4.2 million (approved in 2011)
- 2013: \$15.2 million (to be requested)

The project was selected to receive \$75 million in federal funding through the Federal Transit Administration (FTA) based on the merits of its cost effectiveness, demonstrated need, and other attributes.

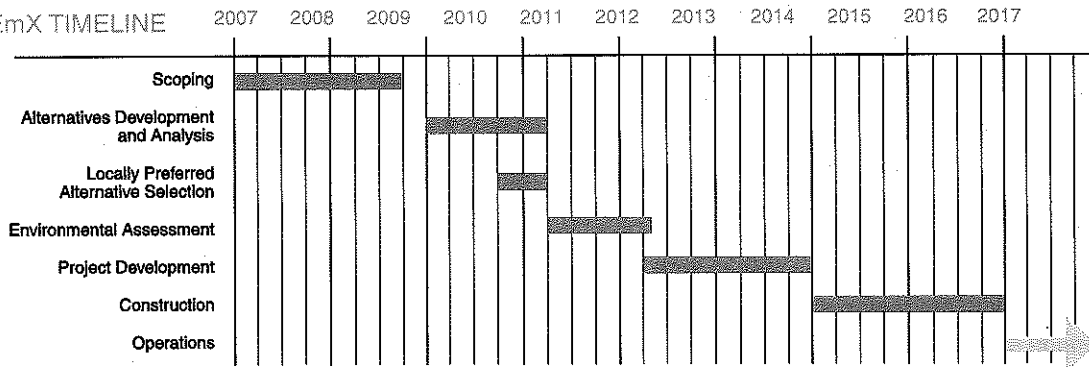


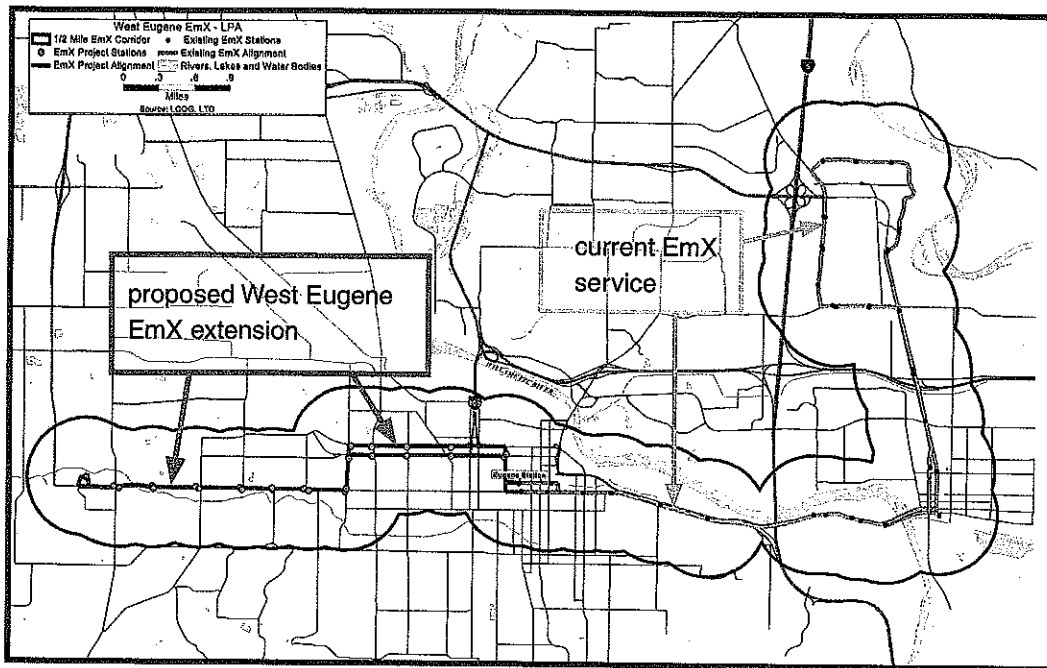
**THE SYSTEM.** EmX is the name of the Eugene-Springfield BRT system. Bus rapid transit uses rubber-tire vehicles to emulate light rail, but at a much lower cost. The first EmX line, connecting downtown Eugene with downtown Springfield, opened in January 2007 and has been a resounding success, with ridership in the first year far exceeding 20-year projections. The second EmX line, from downtown Springfield to the Gateway area to the north, began service in January 2011 and benefited from a *ConnectOregon* grant of \$5.4 million. This extension moved EmX from a single-corridor service to a service that provides more regional connectivity. Weekday ridership on the combined two corridors has jumped from 6,000 customer boardings to approximately 9,500 customer boardings per day.

West Eugene was selected by the Eugene City Council and the LTD Board of Directors as the third EmX line to pursue. This corridor would be a westward extension of the EmX line and would serve an area ripe with development opportunities and transportation challenges.

**ECONOMIC DEVELOPMENT.** An extension of EmX to West Eugene creates stronger regional connectivity by linking approximately 52,000 residents with 81,500 jobs. Additionally, hundreds of acres of undeveloped or underdeveloped land exists within a half-mile of the proposed West Eugene corridor, which would provide new development opportunities adjacent to high-capacity transit.

WEST EUGENE EmX TIMELINE





*An extension of EmX to West Eugene creates stronger regional connectivity by linking approximately 52,000 residents with 81,500 jobs.*

Short-term economic benefits include the conservatively estimated **1,235 direct and induced jobs** that would be created during the construction period. Adding tens of millions of labor income to the region, at a time when local unemployment continues to outpace the national average, is vitally important to our community.

**STRETCHING TAX DOLLARS.** EmX was developed to address the long-term costs and service impacts of traffic congestion on transit. The extension of EmX service to West Eugene will avoid the costs of congestion over at least the next 20 years and will increase transit travel speeds by 14 percent to 37 percent. This will lock in operating efficiency in the corridor and allow the District to stretch operating dollars.

But it is not all about transit. All other vehicles using the transportation network will experience fewer congested intersections, which will improve travel for all vehicles. The Oregon Department of Transportation (ODOT) supports the project, in part because its technical reviews have proven that the project would **preserve or improve the capacity** of its roadways for all vehicle traffic.

### INCREASING TRANSIT RIDERSHIP.

Through a variety of measurements, the extension of EmX to West Eugene will improve transit ridership within the corridor and throughout the system. System-wide transit trips will increase by **500,000 annually** the year West Eugene EmX opens, and as many as 45 percent of all transit trips in the region will use the EmX system. Transit mode share—or the shift of people choosing to

use transit over other transportation options—will increase significantly throughout all EmX corridors. And finally, one-third of the new trips will be made by riders with limited travel options, showing that the service is providing a needed community service while accomplishing the community's goal of attracting new riders to transit.

**COST-EFFECTIVE.** All federally funded transit projects must compete for limited grant funds. Based on rigorous and comprehensive FTA requirements for service, ridership, and costs, LTD's West Eugene EmX project has shown itself to be highly cost-effective. As a result, the project was selected to receive \$75 million in federal funding. Oregon deserves to receive federal transportation funds when it shows these funds can be used to improve the transportation system. LTD has shown that EmX improves the transportation system, and with the support of the State of Oregon, LTD is poised to invest in the West Eugene EmX project and help our community meet local, regional, and state land use and economic goals.

### FOR MORE INFORMATION:

Ron Kilcoyne, LTD General Manager  
541-682-6105  
ron.kilcoyne@ltd.org

Doug Barber, Lobby Oregon  
541-221-3072  
doug@lobbyoregon.com

